

Water transfer pilot program extended until 2030

By **MATEUSZ PERKOWSKI**
Capital Press

Water transfers within 15 Oregon irrigation districts will continue to be allowed without formal regulatory authorization under a pilot program that's been extended until 2030.

Prior to 2003, all temporary transfers of water rights within irrigation district boundaries had to be authorized by the state's Water Resources Department.

The requirement caused a backlog of applications that delayed transfer decisions beyond the irrigation season for farmers who needed to change their place of use.

Those application requirements were waived under a pilot program that eventually grew from three irrigation districts to 15 and was extended until 2022.

Under Senate Bill 130, which recently passed the Legislature and was signed into law by Gov. Kate Brown, the pilot project will remain in effect for an additional eight years.

That will give regulators and irrigators enough time for discussions on how to make the program permanent, said Rep. Vikki Breese-Iverson, R-Prineville.

"Current information shows the pilot project is providing irrigation districts with more manageable flexibility while also ensuring other water users are protected," she said before a recent vote



A center pivot irrigation system sprinkles water on alfalfa growing in Oregon. Lawmakers have extended until 2030 a pilot project that eases water transfers within irrigation districts.

Matusz Perkowski/Capital Press

on the House floor, where SB 130 passed unanimously.

While irrigators don't need to formally apply for temporary transfers or pay the associated fees, OWRD watermasters still review transfers, investigate complaints and regulate unauthorized uses, she said.

"Districts must maintain standard water rights transfer criteria and maintain records and ensure there's no injury to other water users or expansion of irrigated acres," said Sen. Jeff Golden,



Rep. Vikki Breese-Iverson, R-Prineville

D-Ashland, during the Senate floor vote in March, where the bill passed 29-1.

Although the program has been effective for many years, "Water Resources tells us there's not enough data to assess the pilot project" because it's not used very frequently, he said.

Another challenge to making the program permanent was the unusual 2021 legislative session, during which discussions were stymied by remote hearings due to the coronavirus pandemic.

Regulators also need to figure out how to broaden the pilot program to include smaller irrigation districts that don't have professional managers to comply with record-keeping and other requirements.

Panel: Salmon solution requires trust, cooperation

By **BRAD CARLSON**
Capital Press

Agricultural interests, conservation groups, the power industry, tribes and others must work together to restore salmon runs whether or not the four Lower Snake River dams are breached, panelists said Tuesday on the first day of the Idaho Grain Producers Association's Big Dam Meeting in McCall.

IGPA called the June 1-2 meeting, primarily in response to a February proposal by Rep. Mike Simpson, R-Idaho. His Columbia Basin Initiative calls for breaching the dams. It includes a \$33.5 billion fund to mitigate impacts on agriculture and transportation, energy, communities and recreation, and federally licensed Columbia Basin dams rated above a power-generation threshold. It comes with a 35-year moratorium on litigation.

Simpson and Idaho Gov. Brad Little were scheduled to speak June 2. Little's multi-stakeholder Salmon Working Group in December issued recommendations that did not include breaching.

IGPA Executive Director Stacey Satterlee said it's hard to imagine a future solution as efficient as the dams and the



Casey Attebery, with the office of U.S. Sen. Mike Crapo, R-Idaho, and Port of Lewiston General Manager David Doeringsfeld speak June 1 during the Idaho Grain Producers Association's Big Dam Meeting in McCall.

Brad Carlson/Capital Press

export shipping route they create. It starts at the Port of Lewiston, Idaho.

Paul Arrington, executive director and general counsel of the Idaho Water Users Association, said in an interview that a frustration in the salmon debate is that "everybody kind of pigeonholes you — if you support the dams, you must hate the fish, and if you support the fish, you must hate the dams and the benefits they provide. That's just not the case. All of my folks want the salmon back." The either-or debate also "focuses on the extreme and ignores really good work that has been done."

He said it remains unclear

how Simpson's proposal would impact the Snake River Water Rights Agreement of 2004.

In that pact, water users above the three Hells Canyon dams — which are above Lower Granite in southeast Washington, the uppermost of the four Lower Snake dams — each year provide flow-augmentation water to help downstream-migrating fish. In return, users are compensated, and a 30-year biological opinion on the Upper Snake allows water users, the state and tribes to avoid litigation.

"If you look at a lot of the litigation on the Columbia and Lower Snake, it's about

these biological opinions and the operations of the river," Arrington said. "We've been able to avoid that similar litigation on the Upper Snake" due to the agreement.

Stakeholder collaboration works when interests get what they need, not necessarily what they want, and fish aren't getting what they need, said Idaho Conservation League Executive Director Justin Hayes.

Wild Snake River Chinook Salmon smolt-to-adult return rates are low recently.

Idaho Department of Fish and Game Deputy Director Jim Fredericks said two adults must return to Lower Granite for every 100 smolts that migrate downstream. The population can grow when four adults return per 100 smolts.

Fredericks, in a report to the Salmon Working Group, pegged the return rate at Lower Granite below one for smolt migration year 2018 including adults that returned after one, two or three years in the ocean. It ranged from below one to around three from the 1990s to 2000, and from below one to four from the mid 2000s to 2010. It fluctuated from below one to around two in the 2010s.

vice refused to consider viable alternatives for the project that would have minimized environmental impact and preserved valuable wilderness areas, because it was impermissibly focused on maximizing timber revenue."

Over a 10-year period, the agency expects to remove 50 million board-feet of timber from within the project's boundaries, which is enough for up to 12,000 log trucks, the complaint said.

The project's effects on the environment are serious enough to warrant an more robust "environmental impact statement," rather than the environmental assessment conducted by the agency, according to the complaint.

The lawsuit claims the project is inconsistent with the 2019 Colville Forest Plan because it reduces "desired conditions" and diminishes the forest's "scenic quality" and "wilderness characteristics." The nonprofit organization also faults the forest plan for not complying with several federal laws.

The plaintiff has asked a federal judge to overturn the Forest Service's approval of the project and enjoin logging, prescribed burns and road construction until the agency completes an environmental impact statement.

Capital Press was unable to reach a representative of the Forest Service as of press time.

In its authorization decision, the agency said the Sanpoil Project is "needed to promote forest health and resiliency" while improving water quality and providing local jobs.

The Forest Service said it considered five additional alternatives to the project but ultimately didn't study them in detail and also reviewed cumulative impacts but didn't find them to be significant.

By opening more than 10,000 acres to grazing, the project will "achieve better distribution on the landscape" of cattle, which will benefit riparian health and water quality, the agency said.

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Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 06/04/2021. The sale will be held at 10:00am by
B.C TOWING INC
2140 TURNER RD SE SALEM, OR
2019 FREIGHTLIN CASCADIA TRK
VIN = 3AKJHHR7K5KH1068
Amount due on lien \$18,895.00
Reputed owner(s)
WESTERN AG INC.

LEGAL
PURSUANT TO ORS CHAPTER 87
Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 06/07/2021. The sale will be held at 10:00am by
COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2015 RAM 1500 PK
VIN = 1C6RR7TM9F562536
Amount due on lien \$1,535.00
Reputed owner(s)
JEANYNE LYNETTE JAMES
FIRST TECH FEDERAL CREDIT UNION

LEGAL
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Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 06/07/2021. The sale will be held at 10:00am by
COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 SUBARU IMPREZA 4W
VIN = JF1GR7E62G248748
Amount due on lien \$1,875.00
Reputed owner(s)
CAMERON OAKES MOSSMAN

LEGAL
PURSUANT TO ORS CHAPTER 87
Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 06/07/2021. The sale will be held at 10:00am by
COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2013 KIA SPORTAGE UT
VIN = KNDPB3A29D7528675
Amount due on lien \$1,875.00
Reputed owner(s)
ALONDRA GARCIA CABALLERO
WELLS FARGO AUTO

LEGAL
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Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 06/07/2021. The sale will be held at 10:00am by
COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2015 PETERBUILT TRK
VIN = 1XPBDP9X5FD282660
Amount due on lien \$1,575.00
Reputed owner(s)
PACCAR FINANCIAL CORP
DERSTINE TRUCKING INC

LEGAL
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Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 06/07/2021. The sale will be held at 10:00am by
COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2010 CHEV CAM 2DR
VIN = 2G1FC1EV6A9106187
Amount due on lien \$1,455.00
Reputed owner(s)
MARIA RUVALCABA
CENTRAL WILLAMETTE COMM CU

LEGAL
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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2013 FORD ECONLINE VAN
VIN = 1FTNS2EL1DDA38480
Amount due on lien \$1,575.00
Reputed owner(s)
CUSTOM COMMERCIAL DRY CLEANERS

LEGAL
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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2018 FORD F 150 PU
VIN = 1FTFW1EG0JK55886
Amount due on lien \$1,595.00
Reputed owner(s)
VALORIE A & CRAIG SPEARMAN
OREGON COMMUNITY C.U

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2017 JEEP RENEGADE UT
VIN = ZACCJAB89HPF83415
Amount due on lien \$1,595.00
Reputed owner(s)
SKYLER WARREN JERABEK
ADVANTIS CREDIT UNION

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 NISSAN ROGUE UT
VIN = JN8AS5MV8E721435
Amount due on lien \$1,675.00
Reputed owner(s)
MANASSE MUVUNYI
ADVANTIS CREDIT UNION

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2015 KIA OPTIMA 4DR
VIN = 5XXGN4A76FG519838
Amount due on lien \$1,675.00
Reputed owner(s)
ARIAMNA BENITZE COYOTE
POINT WEST CREDIT UNION

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2010 TOYOTA RAV 4 UT
VIN = 2T3ZF4D4V1AW027093
Amount due on lien \$1,875.00
Reputed owner(s)
KARI JEAN REGAS

LEGAL
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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2019 RAM 3500 PU
VIN = 3C63RRL2K6726199
Amount due on lien \$1,875.00
Reputed owner(s)
MATTHEW J NEVAROV

LEGAL
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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2017 VW PASSAT 4DR
VIN = 1VWDT7A33HC035990
Amount due on lien \$1,455.00
Reputed owner(s)
ALLEN CLAYTON & TRACY HOODENPYL
AMERICAN CREDIT ACCEPTANCE

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2015 MERZ C300 4DR
VIN = 555W4KB6FU008952
Amount due on lien \$1,455.00
Reputed owner(s)
KRISTYN WYNGARDEN & MICHAEL OYARZUN
SANTANDER CONSUMER USA

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2019 TOYOTA PRIUS 4DR
VIN = JTDKARFU2K3093058
Amount due on lien \$1,455.00
Reputed owner(s)
RU YI CHEN

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2017 KIA OPTIMA 4DR
VIN = KJNAG4U1CH1H5006630
Amount due on lien \$1,455.00
Reputed owner(s)
KEVIN L & DAISY M RILEY

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Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 06/14/2021. The sale will be held at 10:00am by
COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 BMW 535 D 4DR
VIN = WBXAX5C52ED689973
Amount due on lien \$1,675.00
Reputed owner(s)
ANDREA K THUN
IBEW & UNITED WORKERS FED C.U

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2014 RAM 3500 CW
VIN = 3C63R3LL1EG171585
Amount due on lien \$1,535.00
Reputed owner(s)
KURT & MICHELLE UNDERWOOD
US BANK NA

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2017 CHRYSLER PCF VAN
VIN = 2C4RC1DG5HR770028
Amount due on lien \$1,535.00
Reputed owner(s)
LEAH MARIE STEINHEBEL
CAPITAL ONE AUTO FINANCE

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2017 KIA OPTI 4DR
VIN = KNAGT4LC2H5005408
Amount due on lien \$1,535.00
Reputed owner(s)
CALEB A TRIPLETT & JOSEPH D HURSEY
HUYNDAI LEASE TITLING TRUST

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2012 TOYOTA CAMRY 4DR
VIN = 4T1BF1FK2CU066385
Amount due on lien \$1,435.00
Reputed owner(s)
TERRA LINDA ELLAS FLORES
OREGON STATE CREDIT UNION

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2018 KIA SORENTO UT
VIN = 5YXPDA55JG394213
Amount due on lien \$1,435.00
Reputed owner(s)
RAYMOND L CROCKER
KIA MOTORS FINANCE CO

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COPART OF WASHINGTON INC
2885 NATIONAL WAY WOODBURN, OR
2015 HONDA CRV UT
VIN = 2HKRM4H71FH672357
Amount due on lien \$1,535.00
Reputed owner(s)
JEFFREY SCOTT REIMAN